

Bunkering in Bolivar Roads

An Operational Safety Guideline

Before Departure

- Check weather/tide/current information to cover your arrival time and the expected duration of the operation.
- Discuss with operational controller, dispatch, the responsibility and authority of the Master to evaluate and decide, after thorough gathering of pertinent information, whether to proceed or wait until conditions change to allow a favorable decision. The Master has the ultimate responsibility and absolute authority to make the decision to “go” or “no go” and once alongside to “stay” or “not stay.”
- Ensure the boat is properly made up to the barge for the expected and unexpected conditions of Bolivar Roads
- Ensure the barge has enough lines and fenders to properly moor alongside a ship.
- A minimum of one boat per barge

Sources of information:

P.O.R.T.S: (Physical Oceanographic Real-Time System)

- **Telephone Voice Response:** 1-866-447-6787 (1-866-HGPORTS)
- **Website:** <http://co-ops.nos.noaa.gov/hgports/hgports.html>

Coast Guard

- Galveston – 409-766-5400 • Houston - 713-671-5100 • VTS - 713-671-5103

Galveston-Texas City Pilots

- Phone: (409) 740-3336 (24 hrs.) • VHF Channels 14, 73

Houston Pilots

- 713-645-9620 ext 201(Dispatch) • VHF Channels 14, 74
- VHF Radio-Weather Channel • Other vessels operating in the area

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Ensure the following publications are onboard:

Reeds Almanac or Tide/Current Tables
Current Edition or Currently Corrected Chart
Lastest Local Notice to Mariners

Conduct a Pre-Critical Task Conference with the crew. Including but not limited to the following:

Weather, tide/current, duration of the operation, lookout procedures, communication with the ship, clearly define activities that would require shutting down the transfer, clearly define crewman responsibilities.

Plan to moor alongside the ship on the shoreward side. This is done to minimize the impact from a passing vessels wake.

Alongside the Ship

- It will be the responsibility of the wheelman on watch to ensure that the barge and boat are secured properly alongside the ship, on the shoreward side as discussed in the Pre-Critical Task Conference.
- Every effort should be made to have the entire barge and boat alongside the ship, and not extending past the bow or stern of the ship.
- Once secured a lookout should be maintained in the wheelhouse, and communication with inbound and outbound traffic maintained.
- Expected tide changes will be closely monitored.
- A tidal change that would result in a change of alignment of the ship, so that the boat or barge would be exposed to the wakes of passing ships in the Houston Ship Channel, should necessitate a shutdown.
- The hose should be disconnected, and the barge shifted to the opposite side of the ship. This is to regain the advantage of the ship blocking the wake of other deep draft vessels.
- Expected weather changes including the height of seas and force of winds that would require the transfer to be shutdown and departing the ship will be discussed before the transfer starts.

Post Operations

- Once the operation is complete the wheelman on watch will notify the appropriate contacts, make all necessary onboard decisions and depart.